

# BookletChart™

## Philadelphia and Camden Waterfronts

NOAA Chart 12313

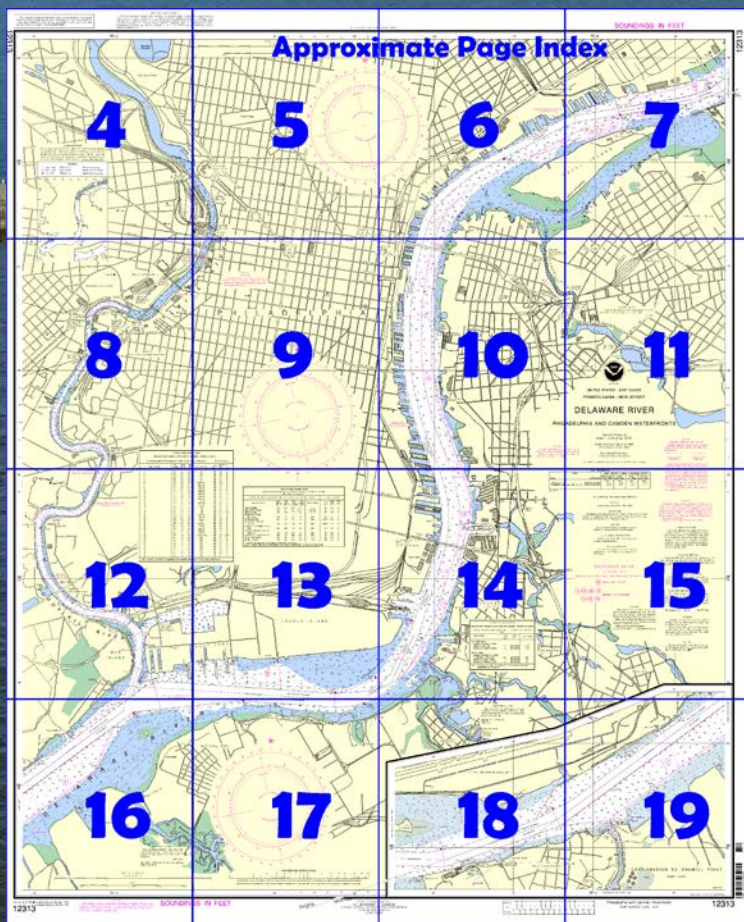


*A reduced-scale NOAA nautical chart for small boaters*

*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the  
National Oceanic and Atmospheric Administration  
National Ocean Service  
Office of Coast Survey  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
888-990-NOAA**

**What are Nautical Charts?**

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

**What is a BookletChart™?**

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

**Notice to Mariners Correction Status**

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12313>



**(Selected Excerpts from Coast Pilot)**

A Federal project provides for a channel 40 feet deep from the sea through the main channel in Delaware Bay and River to the Philadelphia Naval Shipyard, thence 40 feet on the west side and 37 feet on the east side through Philadelphia Harbor to Allegheny Avenue; thence 40 feet to the U.S. Steel basin opposite Newbold Island; thence 25 feet to the Trenton Marine Terminal.

In the Philadelphia-Trenton section of the river, masters are requested to limit speed when passing wharves and piers to avoid damage by suction or wave wash to property or persons. **Whitman Bridge** connecting Philadelphia with Gloucester City has a clearance of 139 feet under the full width of the main span. **Benjamin Franklin Bridge**, 0.3 mile above Chestnut Street, has a clearance of 135

feet for the middle 800 feet of the span and 128 feet under the rest of the span.

The wind direction for the summer is from the southwest, while northwesterly winds prevail during the winter. The annual prevailing direction is from the west-southwest. Destructive velocities are comparatively rare and occur mostly in gusts during summer thunderstorms. Only rarely have hurricanes in the vicinity caused widespread damage, then primarily through flooding.

Flood stages in the Schuylkill River normally occur twice a year. Flood stages seldom last over 12 hours and occur after excessive falls of precipitation during summer thunderstorms. Flood stages in the Delaware River are caused by abnormally high tides due to the water "backing up" under the strong south or southeast winds.

**Schuylkill River** is navigable for 7.3 miles to **Fairmount Dam**, Fairmount and is an important outlet for a part of the commerce of Philadelphia. The Federal project provides for a channel 33 feet deep to Passyunk Avenue bridge, thence 26 feet deep to Gibson Point, thence 22 feet deep to University Avenue bridge. Above that point most of the wharves have depths of about 12 feet at their faces.

A light marks the outer end of a sunken jetty on the east side of the entrance to Schuylkill River and a fog signal is on the west side. A **021°30'** lighted range marks the entrance, and buoys mark the channel within the river as far as the railroad bridge.

Schuylkill River is crossed by six bridges; Interstate 95 at Girard Point and the George C. Platt Memorial highway (Penrose Avenue) bridges, 0.6 mile and 1.3 miles, respectively, above the mouth, have clearances of 135 feet. The highway bridge 4.8 miles above the entrance has a clearance of 50 feet. The others, all drawbridges, have a minimum clearance of 15 feet. The bridgetender of the railroad swing bridge, 4.3 miles above the mouth, monitors VHF-FM channel 13; call sign XKS-238. Above the University Avenue bridge, the limiting clearance of the fixed bridges is 16 feet. The railroad bridge, 5.6 miles above the mouth, has a swing span with a clearance of 26 feet.

**League Island** at the junction of Delaware and Schuylkill Rivers is the site of the **Philadelphia Naval Shipyard. Reserve Basin**, in the northwest part of the reservation, is used to store vessels of the reserve fleet.

**Towage.**—A large fleet of tugs up to 3,300 hp is available at Philadelphia, day and night, for any type service required. As a general rule, tugs are not required for vessels moving between Philadelphia and the sea; most vessels traverse this distance under their own power.

**Quarantine, customs, immigration, and agricultural quarantine.**—(See chapter 3, Vessel Arrival Inspections, and appendix for addresses.)

**Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.) Vessels subject to boarding for quarantine inspection are required to anchor off Marcus Hook boarding station. (See **110.1** and **110.157(a)(8), and (b)**, chapter 2, for quarantine anchorage regulations and limits.)

Philadelphia is a **customs port of entry**.

**Coast Guard.**—A **Marine Safety Office** is in Philadelphia. (See appendix for address.)

**Harbor regulations.**—Local rules and regulations are enforced by the Navigation Commission for the Delaware River (Pennsylvania). The authority of the Commission extends from the Pennsylvania-Delaware boundary line on the south to the head of the navigable waters of Delaware River on the north. Copies of the regulations may be obtained from the Navigation Commission for the Delaware River (Pennsylvania), 1400 W. Spring Garden Street, Philadelphia, Pa. 19130.

**U.S. Coast Guard Rescue Coordination Center  
24 hour Regional Contact for Emergencies**

RCC Norfolk	Commander	
	5th CG District	(575) 398-6231
	Norfolk, VA	



# Table of Selected Chart Notes

Corrected through NM Jan. 21/12  
Corrected through LNM Jan. 10/12

## HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection  
Scale 1:15,000 at Lat. 39°55'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.403' northward and 1.350' eastward to agree with this chart.

For Symbols and Abbreviations see Chart No. 1

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Philadelphia, PA KIH-28 162.475 MHz

## COOPER RIVER

The controlling centerline depth at mean lower low water was 6 feet to the upstream limit of the project.

Jun 1980

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.  
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.  
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.  
Station positions are shown thus:  
○ (Accurate location) ○ (Approximate location)

## CAUTION

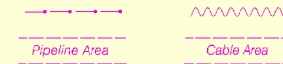
### BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

## CAUTION

### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.  
Covered wells may be marked by lighted or unlighted buoys.

## CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

## ANCHORAGE AREAS

110.157 (see note A)

Limits and assigned numbers of anchorage areas are shown in magenta.

### 10 NAVAL ANCHORAGE



### GENERAL ANCHORAGES

## TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Billingsport, NJ	(39°51'N/75°15'W)	6.2	5.8	0.2
Philadelphia, Municipal Pier 11, PA	(39°57'N/75°08'W)	6.8	6.4	0.2

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov/>. (Dec 2011)

## DELAWARE RIVER CHANNEL DEPTHS

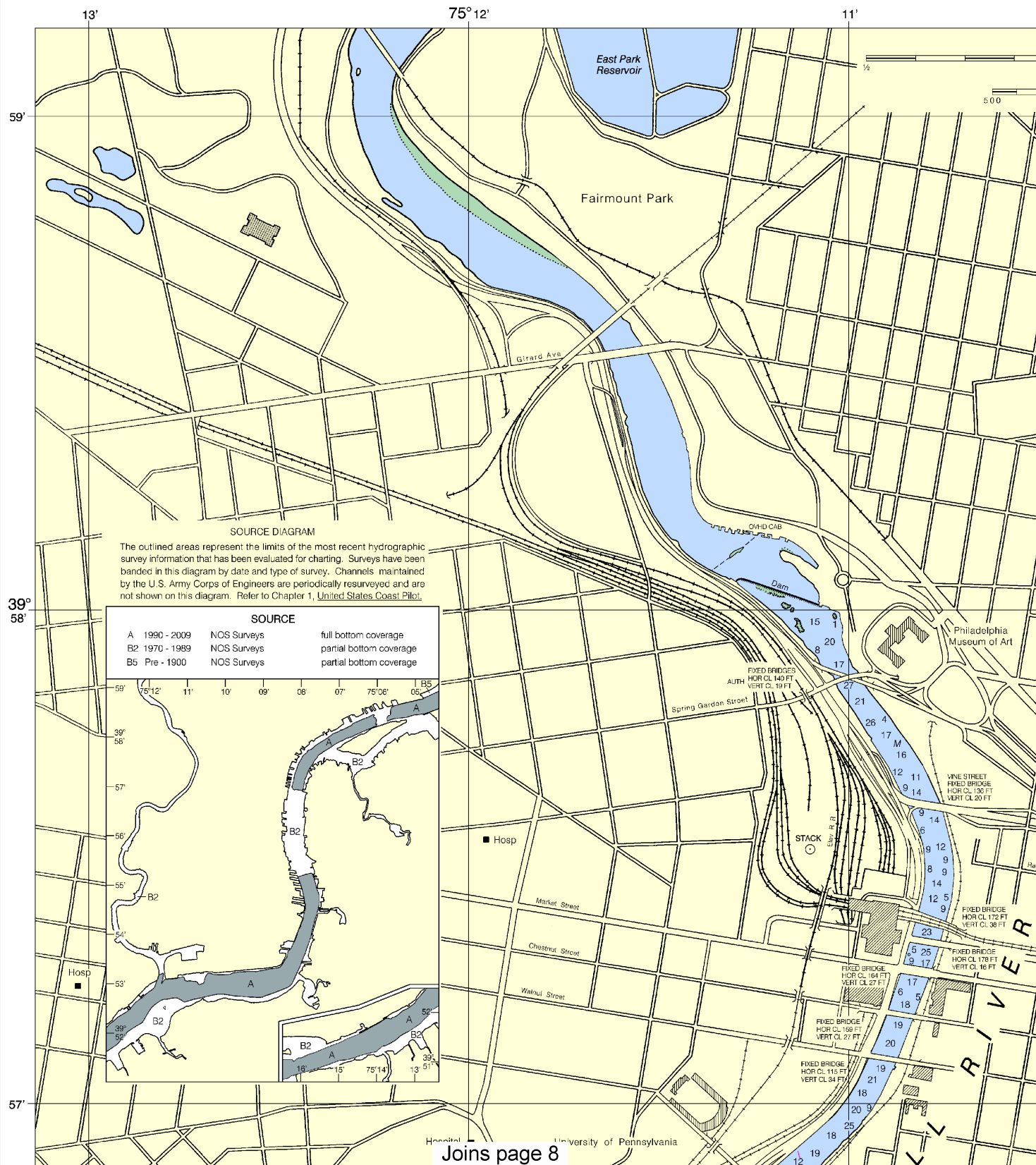
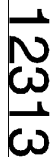
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUL 2012

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
TINICUM RANGE	36.3	40.4	40.4	37.9	2-12	800	3.03	40
BILLINGSPOINT RANGE	40.5	41.8	42.6	33.0	2-12	800	1.15	40
MIFLIN RANGE	37.0	41.1	41.7	39.2	2-12	800	2.83	40
EAGLE POINT RANGE	36.7	41.3	40.2	40.0	1-12	800	1.74	40
HORSESHOE BEND	35.3	39.7	44.3	39.3	1-12	800-900	0.80	40
EAST HORSESHOE RANGE AND REACH M	36.8	39.7	41.2	43.0	1-12	500-400	1.19	40
REACH M TO BENJAMIN FRANKLIN BRIDGE	19.2	36.9	38.8	37.3	2-12	400	2.95	40
BENJAMIN FRANKLIN BRIDGE TO CAMBRIA ST	26.6	39.6	40.6	40.1	7-12	400	2.00	40
CAMBRIA ST TO ALLEGHENY AVE	28.3	37.9	37.2	33.3	6-12	400	0.42	40
HARBOR RANGE	36.4	36.9	37.2	36.1	2-12	400	0.70	40
FISHER CHANNEL	39.5	43.3	44.1	42.2	2-12	400	0.31	40

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsdna.nce.noaa.gov/ids/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.



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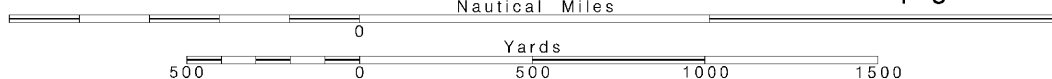
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

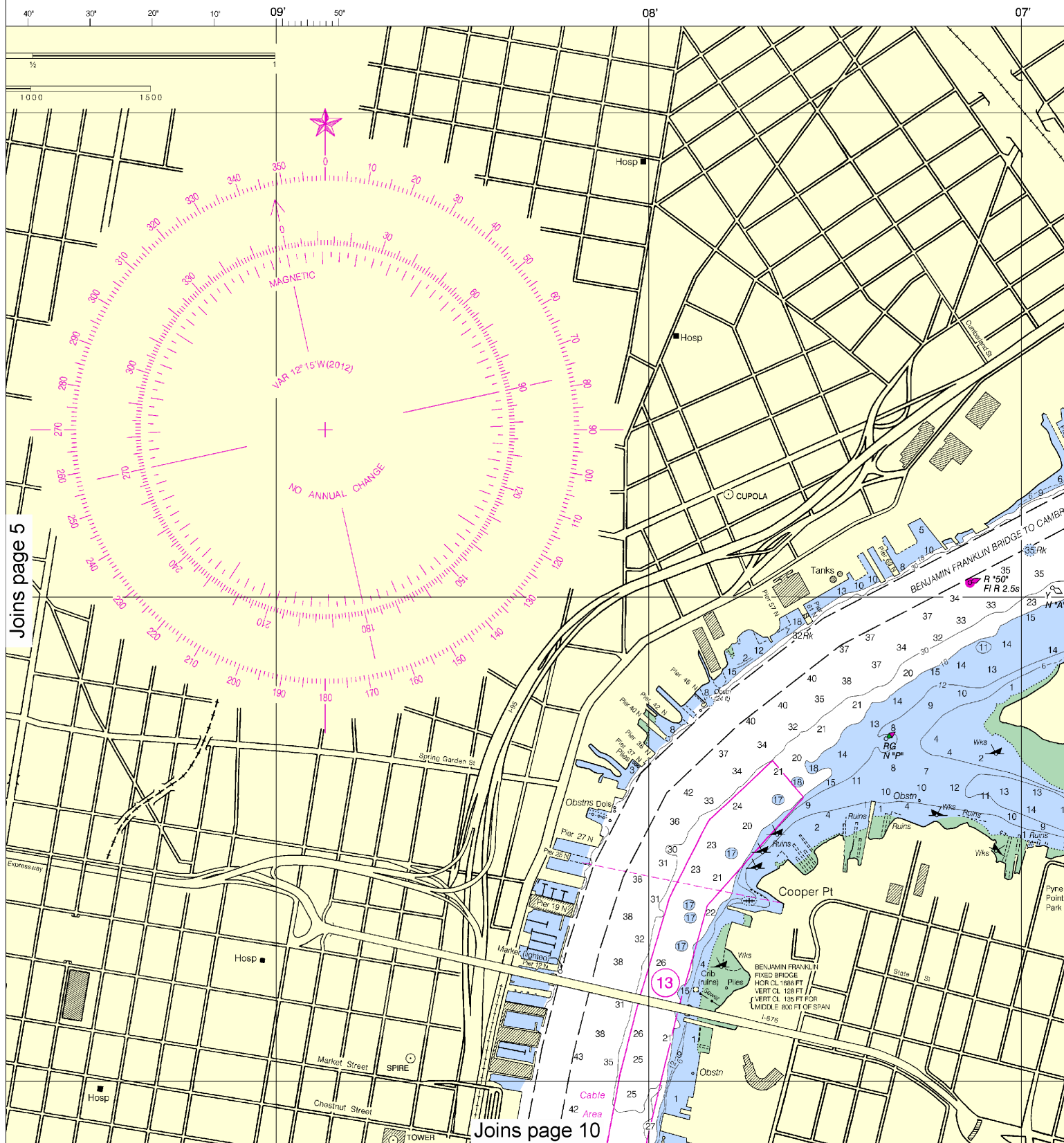
~~SCALE 1:15,000~~

See Note on page 5.



# 5





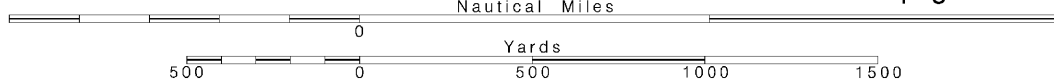
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

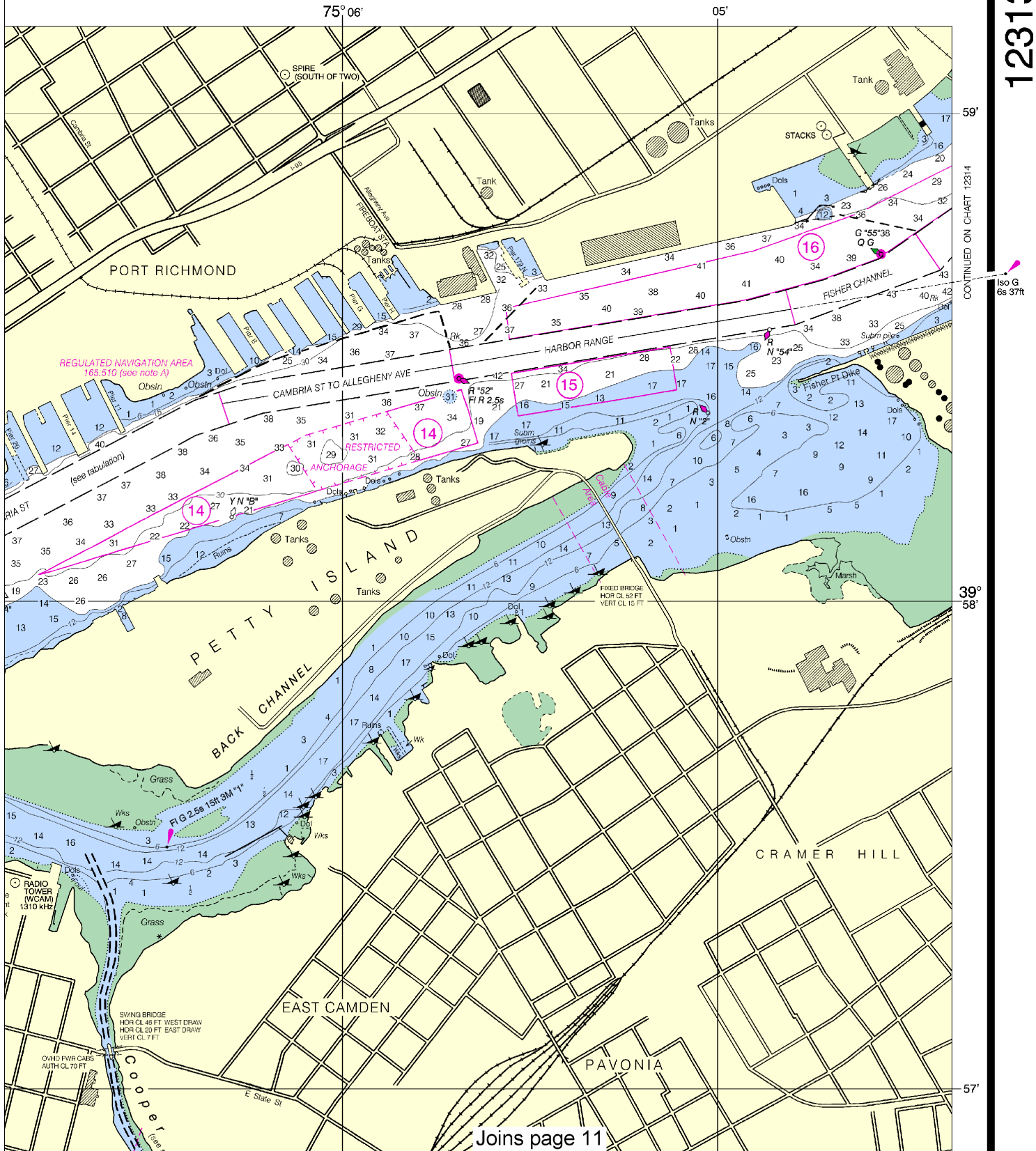
SCALE 1:15,000

See Note on page 5.

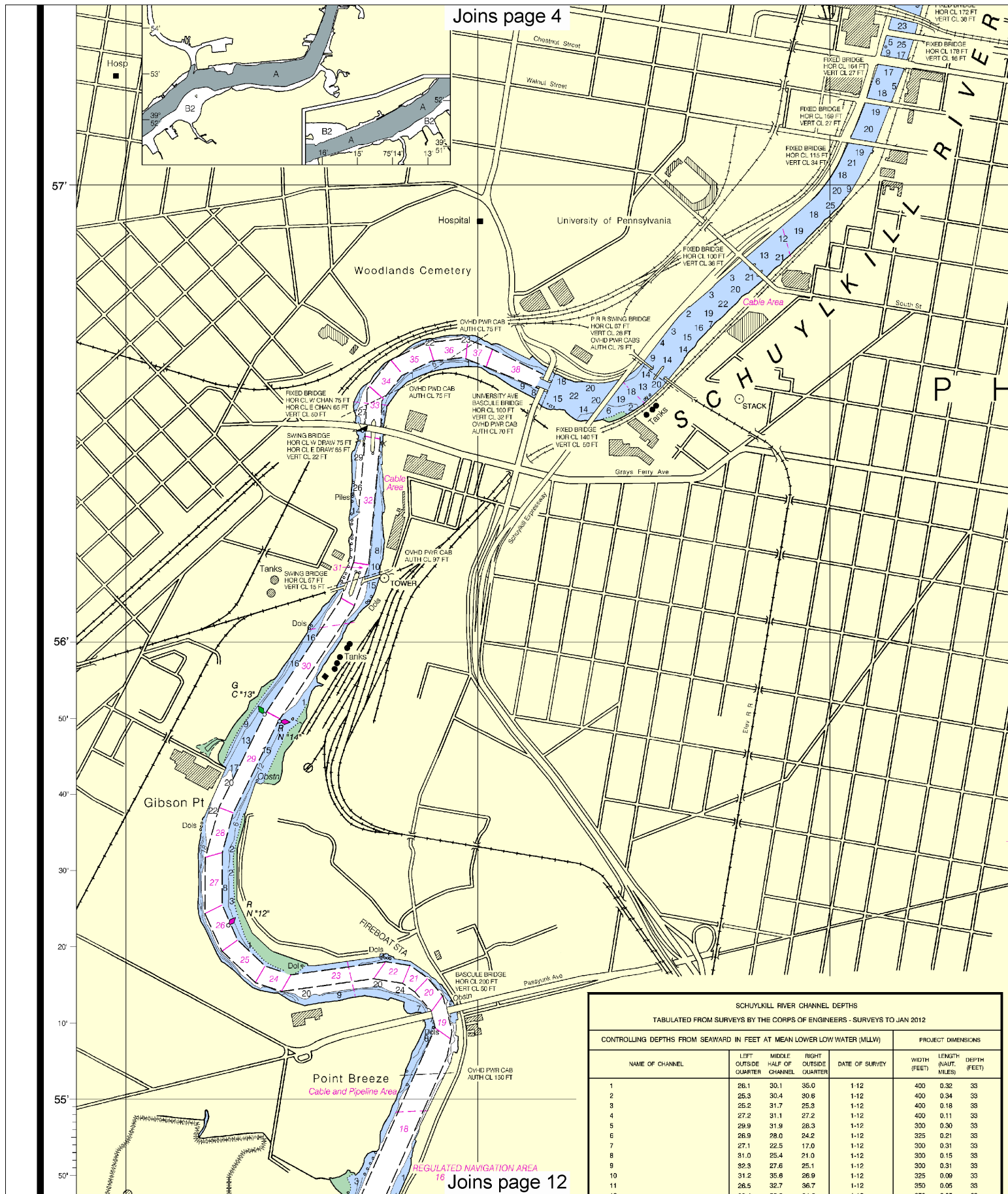


# SOUNDINGS IN FEET

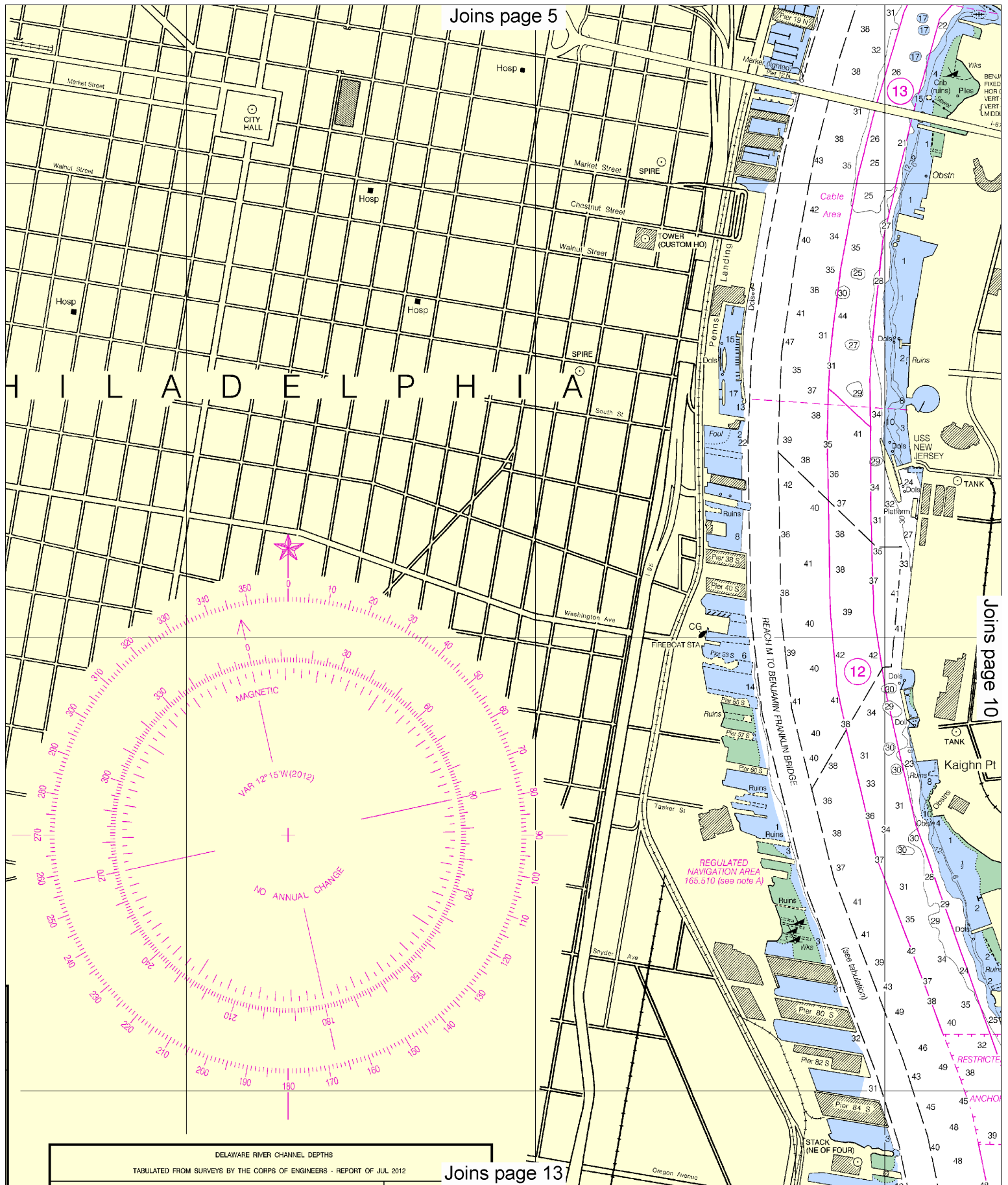
12313



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0113 1/1/2013,  
 NGA Weekly Notice to Mariners: 0113 1/5/2013,  
 Canadian Coast Guard Notice to Mariners: n/a.

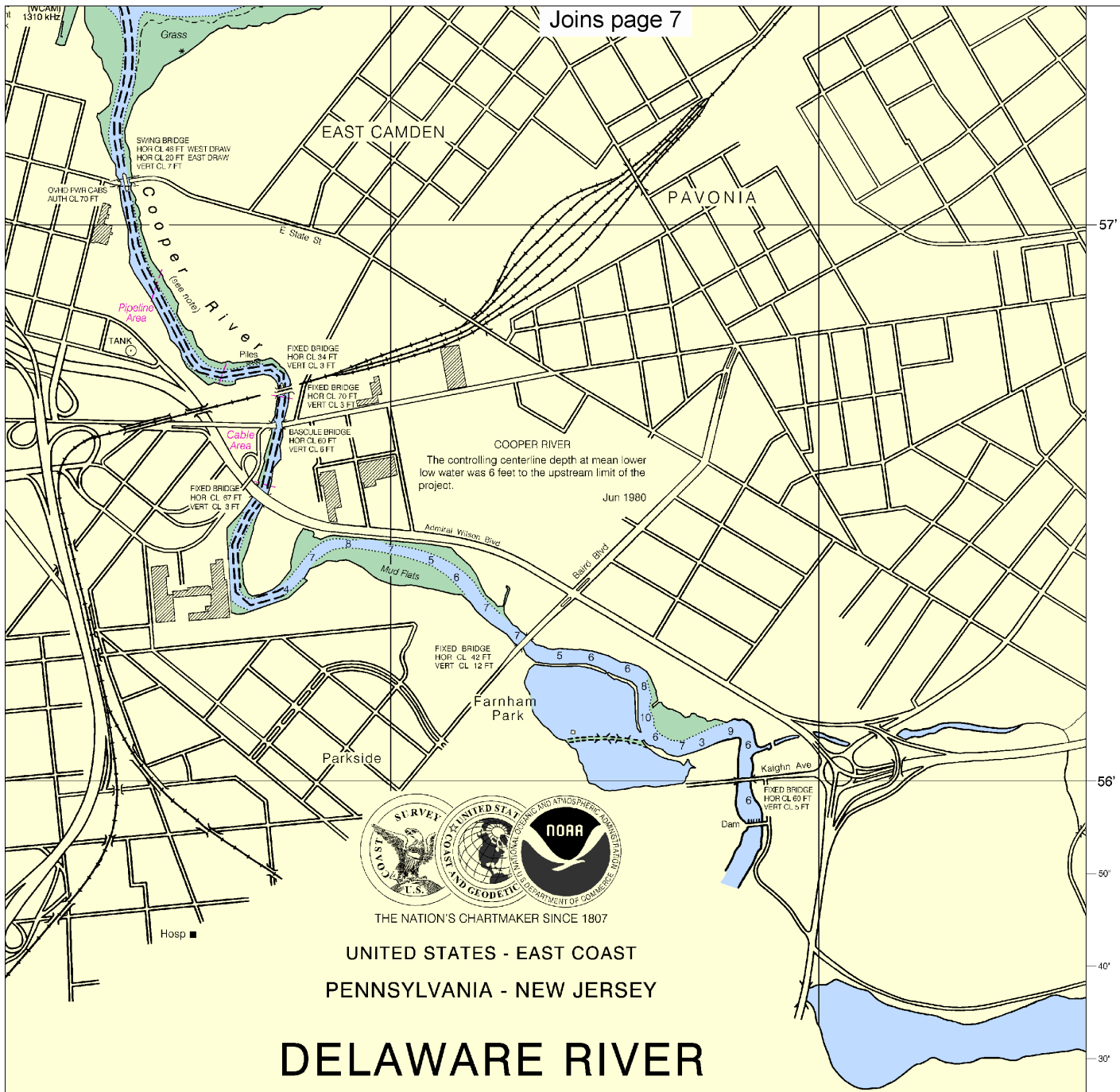












Mercator Projection  
 Scale 1:15,000 at Lat. 39°55'

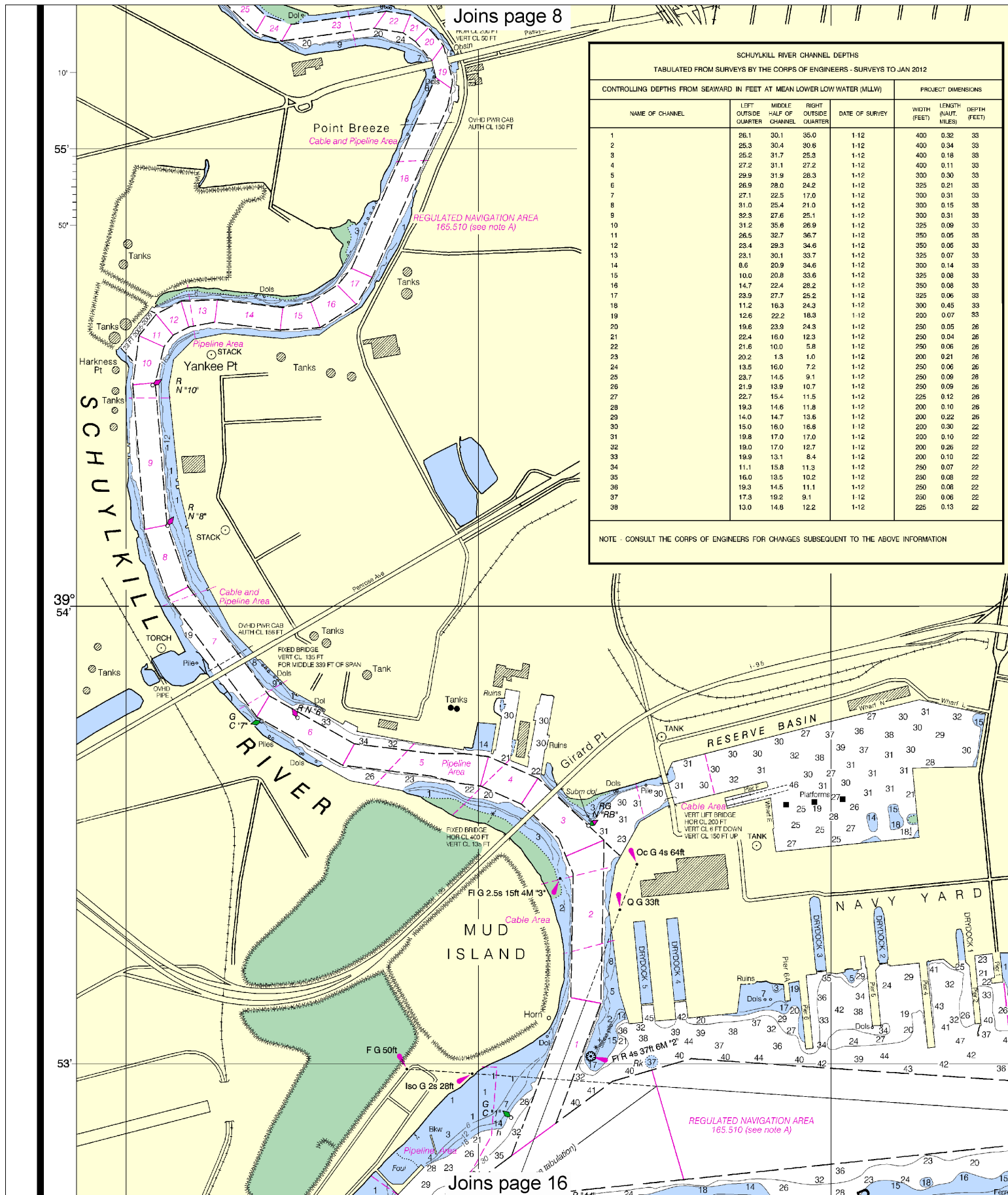
North American Datum of 1983  
 (World Geodetic System 1984)

**SOUNDINGS IN FEET**  
 AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

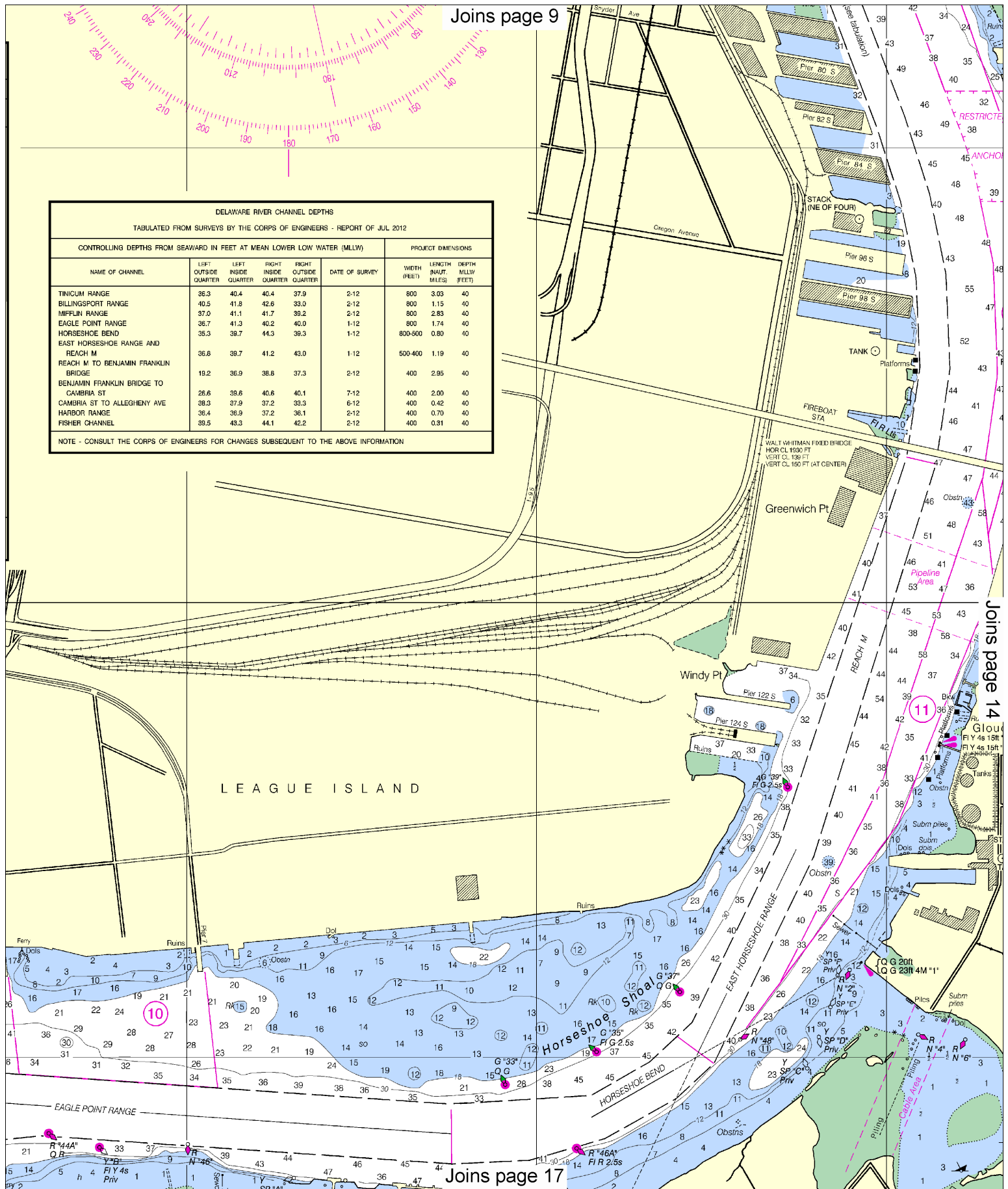
**TIDAL INFORMATION**

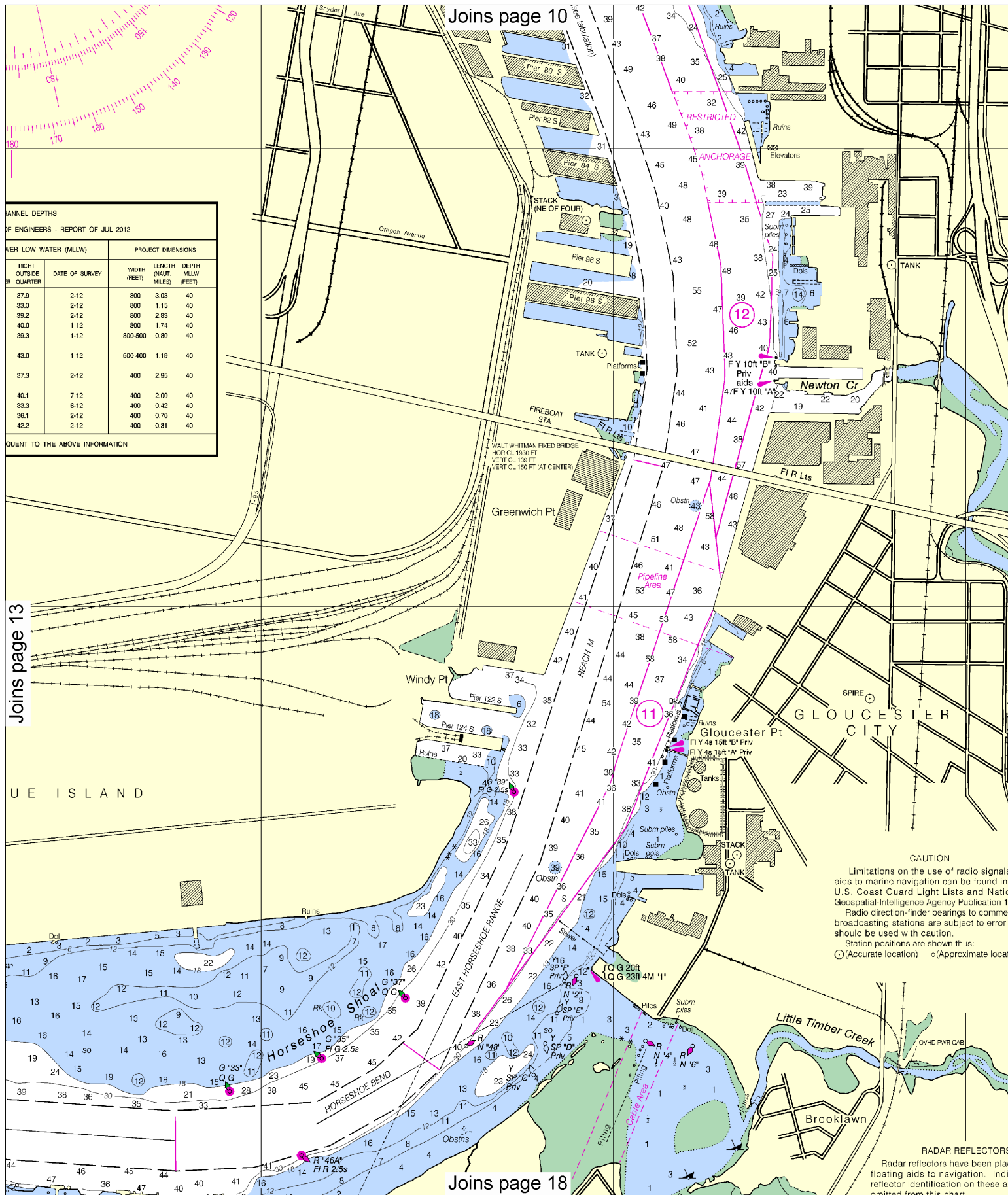
NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Billingsport, NJ	(39°31'N/75°15'W)	feet	feet	feet
Philadelphia, Municipal Pier 11, PA	(39°37'N/75°08'W)			





DELAWARE RIVER CHANNEL DEPTHS						
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUL 2012						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS	
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TINICUM RANGE	36.3	40.4	40.4	37.9	2-12	800
BILLINGSPOUT RANGE	40.5	41.8	42.6	33.0	2-12	800
MIFFLIN RANGE	37.0	41.1	41.7	39.2	2-12	800
EAGLE POINT RANGE	36.7	41.3	40.2	40.0	1-12	800
HORSESHOE BEND	35.3	39.7	44.3	39.3	1-12	800-900
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REACH M TO BENJAMIN FRANKLIN BRIDGE	19.2	36.9	38.8	37.3	2-12	400
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FISHER CHANNEL	39.5	43.3	44.1	42.2	2-12	400
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION						





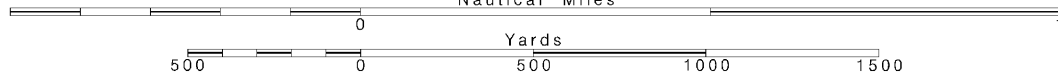
14

Note: Chart grid  
lines are aligned  
with true north.

Printed at reduced scale.

SCALE 1:15,000  
Nautical Miles

See Note on page 5.





Mercator Projection  
Scale 1:15,000 at Lat. 39°55'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

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TIDAL INFORMATION

PLACE	NAME (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Billingsport, NJ	(39°31'N/75°15'W)	feet 6.2	feet 5.8	feet 0.2
Philadelphia, Municipal Pier 11, PA	(39°37'N/75°08'W)	feet 6.8	feet 6.4	feet 0.2

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For Symbols and Abbreviations see Chart No. 1

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Heights in feet above Mean High Water.

AUTHORITIES

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CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 3 for important supplemental information.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

ANCHORAGE AREAS

110,157 (see note A)

Limits and assigned numbers of anchorage areas are shown in magenta.

10 NAVAL ANCHORAGE

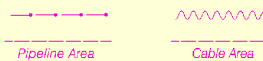
9 11 12 13

GENERAL ANCHORAGES

14 15 16

CAUTION

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Covered wells may be marked by lighted or unlighted buoys.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Philadelphia, Pennsylvania.  
Refer to charted regulation section numbers.

HORIZONTAL DATUM

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BASCULE BRIDGE CLEARANCES

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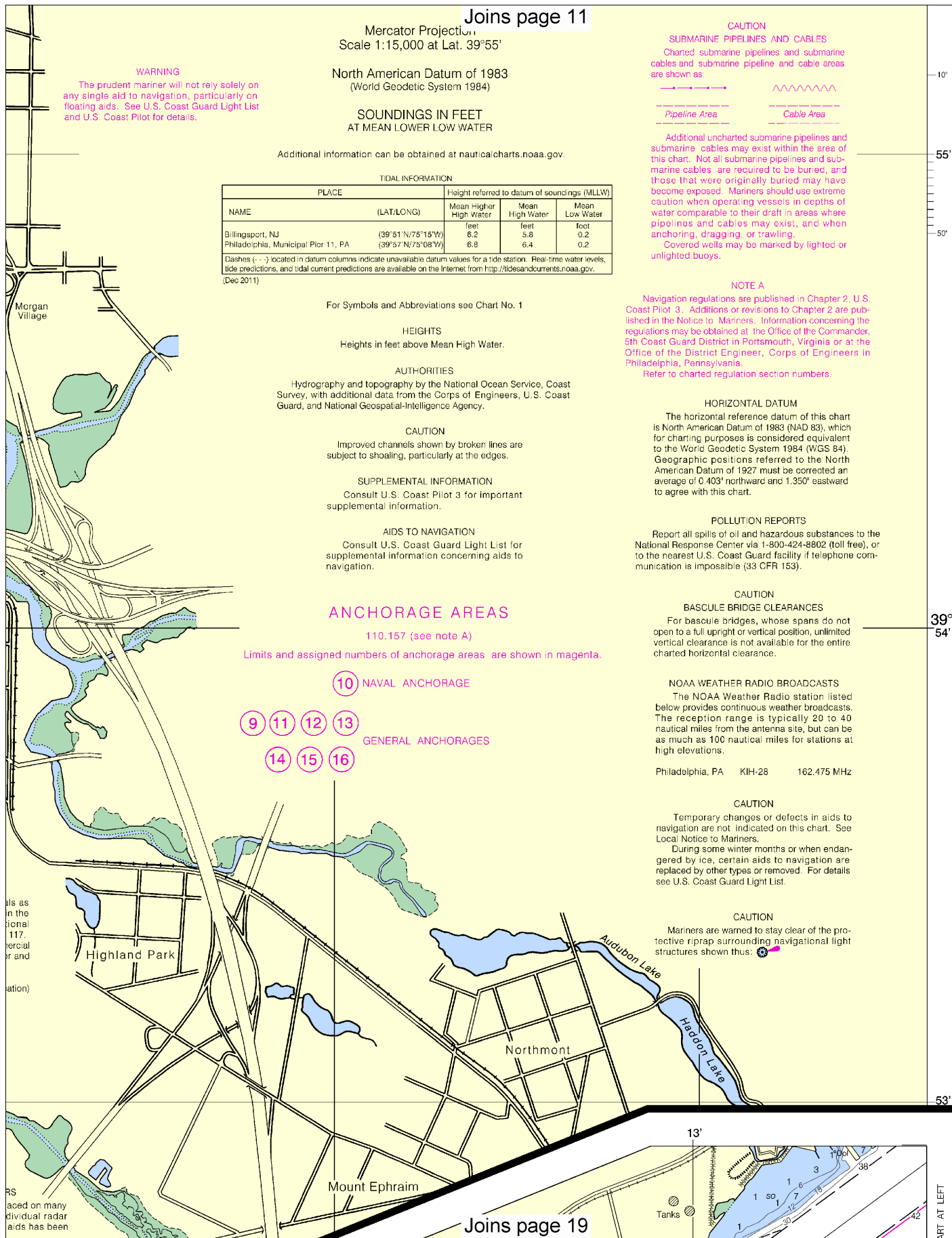
CAUTION

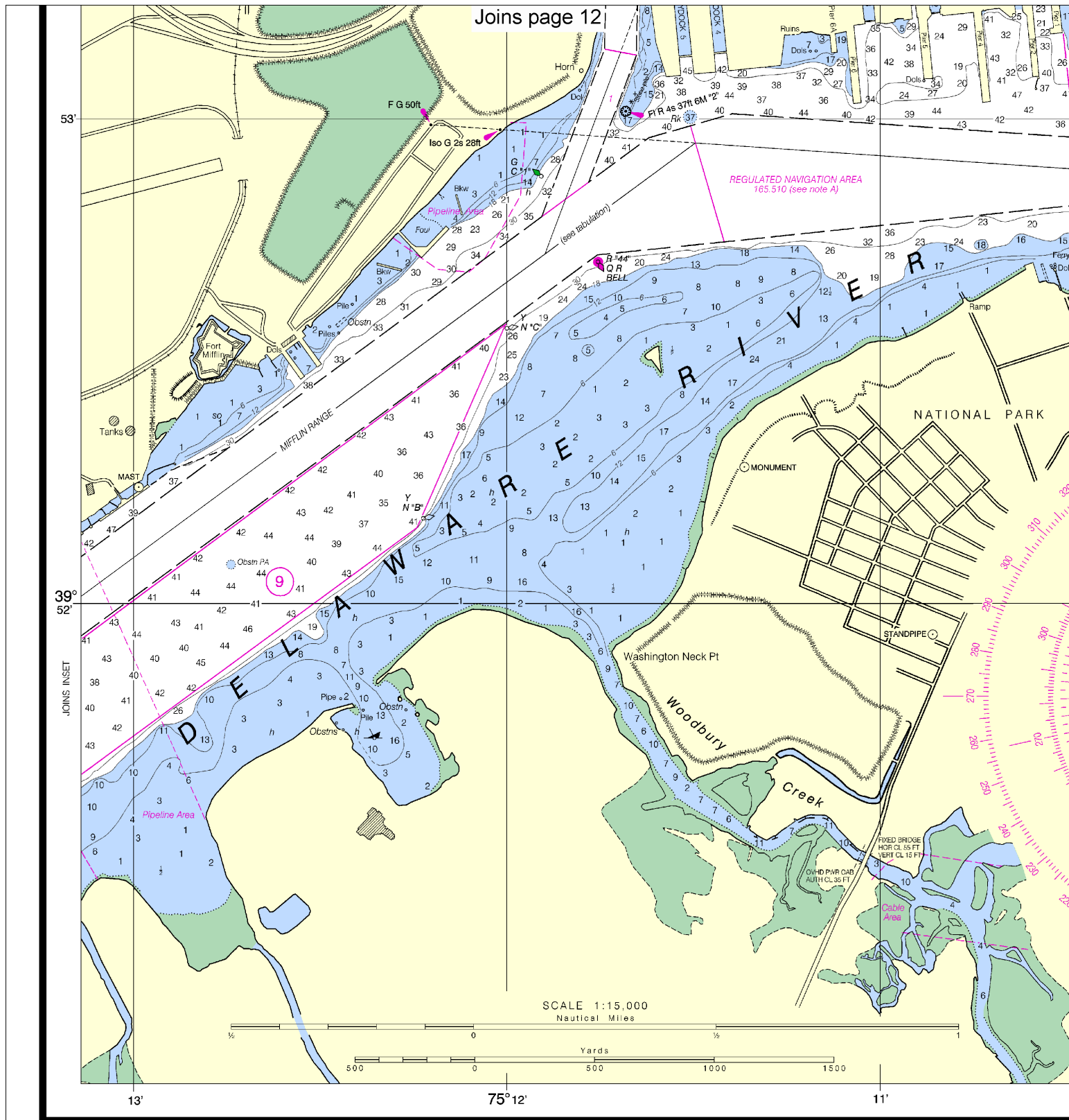
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CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:





53rd Ed., Jan. / 12 ■ Corrected through NM Jan. 21/12  
Corrected through LNM Jan. 10/12

12313

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at: [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

SOUNDINGS IN FEET

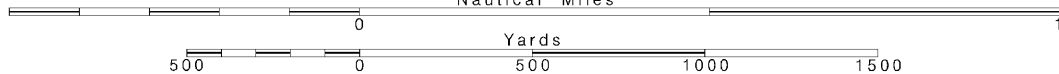
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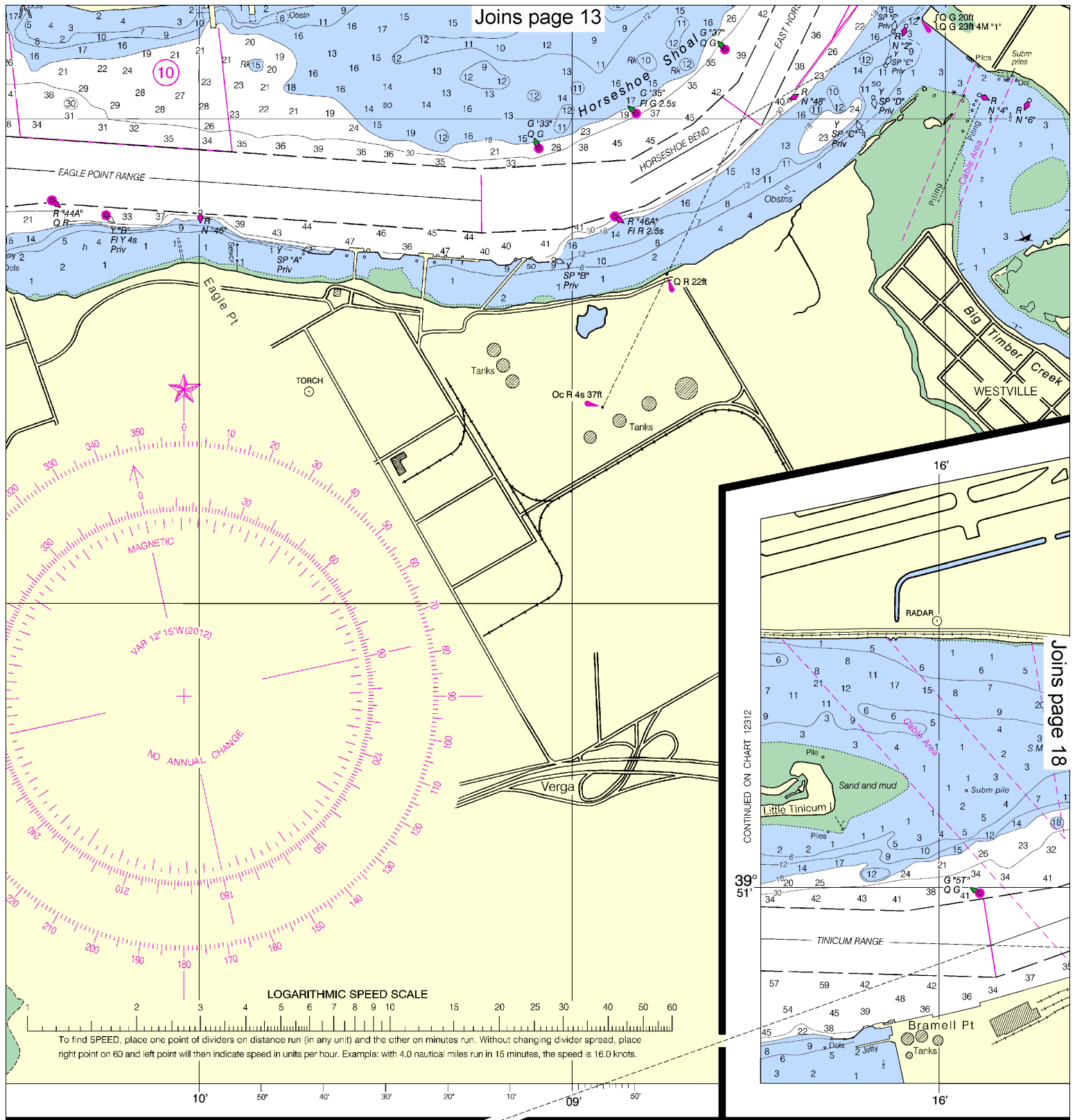
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000  
Nautical Miles

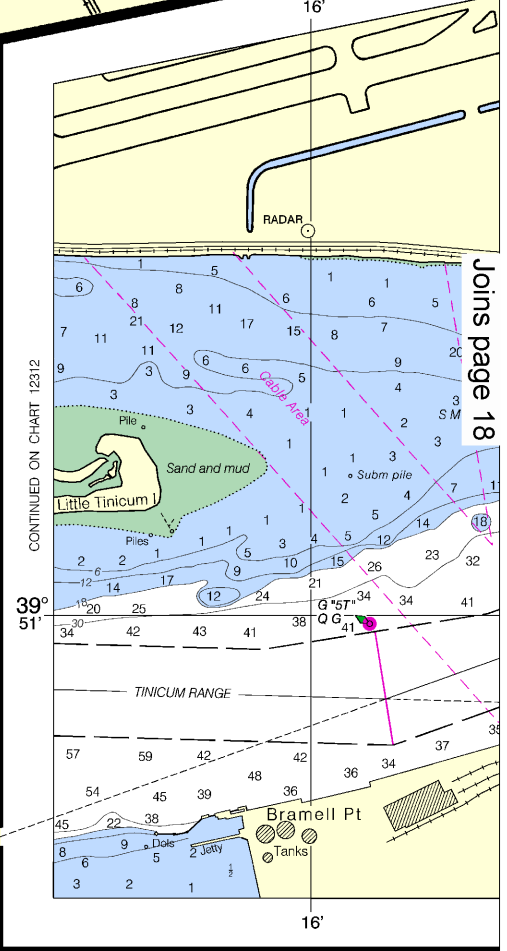
See Note on page 5.





Joins page 13

Joins page 18

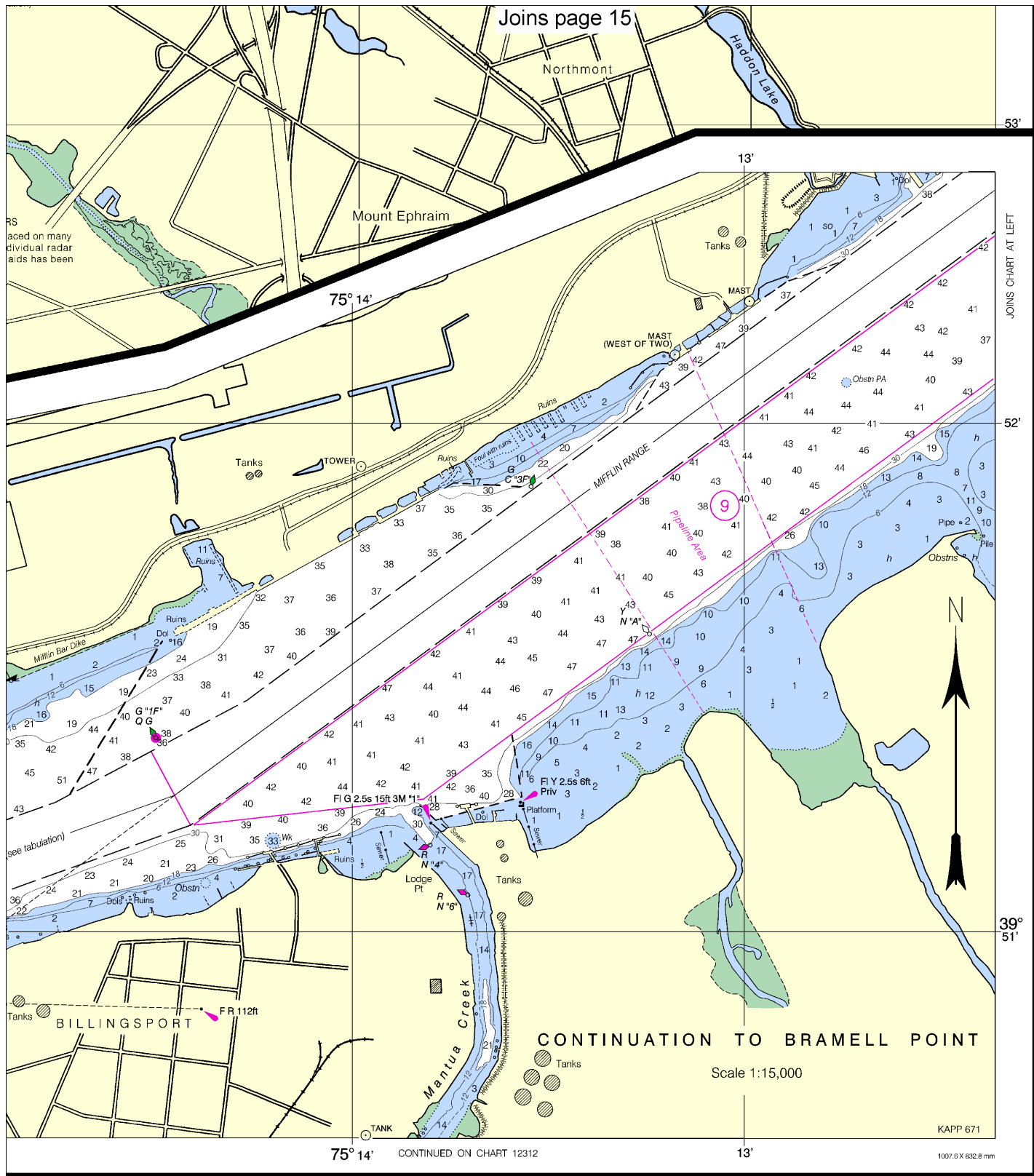


{Oc R 4s 43ft (Day)  
 {Oc R 4s 46ft (Night)  
 {Iso R 2s 24ft (Day)  
 {Iso R 2s 21ft (Night)

Published at Washington, D.C.  
 U.S. DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY







Joins page 15

53'

JOINS CHART AT LEFT

52'

39° 51'

CONTINUATION TO BRAMELL POINT

Scale 1:15,000

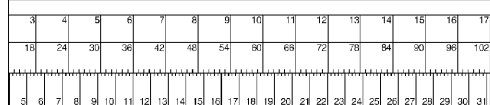
KAPPP 671

75° 14'

CONTINUED ON CHART 12312

13'

1007.6 X 832.8 mm



Philadelphia and Camden Waterfronts

SOUNDINGS IN FEET - SCALE 1:15,000

12313



NSN 7642014010333  
NGA REFERENCE NO. 12AH12313



EMERGENCY INFORMATION

## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Quick References

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National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
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